

PLANNING

FOR THE FUTURE

MONCTON

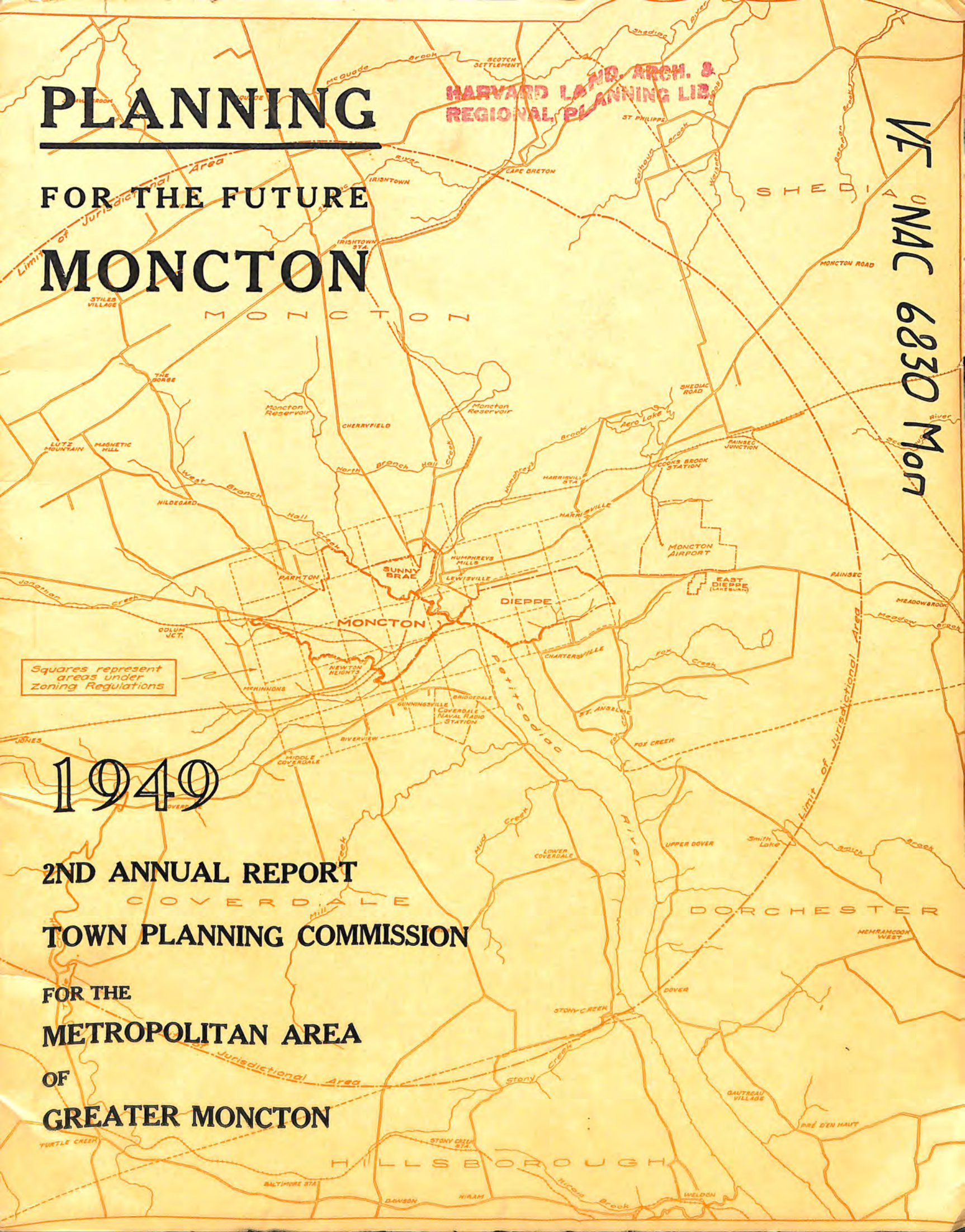
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1949

2ND ANNUAL REPORT
TOWN PLANNING COMMISSION
FOR THE
METROPOLITAN AREA
OF
GREATER MONCTON



To the Mayors, Aldermen and Councillors of the
Municipalities in the Moncton Regional Area.

Dear Sirs:

In the following pages you will find a record of the work of The
Town Planning Commission for the past year.

A perusal of the report will indicate that much of the necessary
ground-work was completed. Practically our entire urbanized area has
been mapped and is now ready for zoning. A zoning by-law has been
drafted for the City of Moncton, and preparation of similar by-laws
for the outside municipalities will in general follow the pattern of
this by-law when adopted.

In addition to zoning, considerable progress has been made on
several features of the Master Plan which we hope to complete during
1950. Smoke abatement legislation, the railway problem, the building
code and numerous other matters were also given attention. These are
outlined in detail in the report and require no further mention here.

On behalf of the Commission I would like to express appreciation
of those who served during the past year, particularly Alderman L. C.
Jones, who steered the town planning movement through its formative
period; Mr. George W. Hudson who was Chairman, and Mr. Lou Davis,
Vice-Chairman, during the greater part of the year; and the Chairmen
of the various Committees.

The Commission was fortunate in having available also the services
of Mr. S. R. Frost. It was largely through his technical assistance
that we were able to accomplish what we did.

Our thanks also go to the Honorary Commissioners who have evinced
a great deal of interest in the problems of town and community planning.

The members of the staff of the Commission--Lt.Col. L.T. Tingley,
Secretary-Treasurer for the greater part of the year, and Mr. A. L.
Gorbell and Mr. V. H. Arnes who prepared the maps and plans, are also
commended.

The Commission has come to realize that if town planning in our
area is to properly perform its functions, some type of a permanent
set-up is necessary. It is to be hoped that the various municipal
bodies concerned will recognize the advantages of a planned programme
for advancement and provide the necessary funds for the work.

Respectfully yours,

Chas. E. Cormier,
Chairman.

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SECTION I - PRELIMINARY

It seems hardly necessary in this report to elaborate the numerous reasons why the City of Moncton and the surrounding municipalities should support a Town Planning Movement. This area is growing faster than a lot of us seem to realize, and if the new growth and development is to be up to modern standards of urban environment, planning is essential.

Stability in property values obtainable only by an enforced and unwavering zoning by-law is necessary if our residential areas are to be kept attractive and if we are to interest financial investment houses in supplying funds to replace those of our buildings which have become obsolete with something more up-to-date and befitting a modern city.

The Government, both Provincial and Federal, has indicated in no uncertain manner that our urban areas should recognize these facts and have intimated planning is a prerequisite to government assistance in housing and in other ways. Our own Province has given us in The Town Planning Act enabling legislation which permits municipal authorities to enact planning and zoning legislation embodying the most modern concepts.

Our neighboring Cities of Saint John and Halifax have gone through a planning program and have decided as a matter of policy that a permanent planning office is part of modern municipal administration-- Moncton should not fall behind.

SECTION II - BACKGROUND

Records indicate that Town Planning in Moncton was mooted as far back as 1905. The then City Engineer, Mr. Elington, in his annual report of 1912 (the year during which the limits of the City were enlarged to include Georgetown) recommended that with the inclusion of the new area within the City consideration be given to Town Planning, but no move was made to give effect to this timely recommendation.

In 1945 the matter of forming a Town Planning Commission was lightly discussed but no definite action taken.

In 1946, with the Council becoming impressed with the need for some control as to the use to which land should be put, by virtue of the fact that it was only in areas where such control was in effect that Federally-assisted loans for the longer terms of amortization could be secured for the construction of homes, the City Council of that year passed, on August 30th, "A By-Law Relating to Zoning in the City of Moncton." This, at the time, was looked upon more as a stop-gap enactment pending the establishment of a Town Planning Commission and the passing of such By-Law as would be recommended by it.

It was not long after the passing of this Zoning By-Law before it became evident that some action of a more thorough nature should be taken which would result in a well-planned use of the land within the City.

In 1947 more serious discussions with respect to the organization of a Town Planning Commission developed in City Council Committee meetings, with the result that before the end of that year it had become quite clear that, to be effective, Town Planning should be adopted not only within the relatively small area within the limits of the City of Moncton but well into the surrounding areas, and, to this end, discussions with the elected representatives were commenced with the County Councillors of the County of Westmorland at the January 1948 session of the Council. The results of these discussions were so encouraging that following the 1948 Civic Election a Standing Committee on Town Planning was set up in the Slate of Committees for that year.

At the July 1948 session of the County Council a resolution was passed concurring in the need for the setting up of a Town Planning Commission for the Metropolitan Area of Greater Moncton, and coinciding with this action by the County Council meetings were held by the Chairman of the City's Committee with representatives and residents of the Town of Sunny Brae, the Village of Dieppe and the Parish of Coverdale with such encouraging results that on the 23rd August the City Council enacted "A By-Law Relating to Town Planning for the Metropolitan Area of Greater Moncton," based on verbal agreements that the Municipalities of Westmorland and Albert, the Town of Sunny Brae and the Village of Dieppe would co-operate in the setting up of a Town Planning Commission and in the Metropolitan Area and sharing in the costs of the Commission on the following percentage basis:-

SECTION II - BACKGROUND (Continued)

The City of Moncton	70%
The Municipality of Westmorland	15%
The Municipality of Albert	5%
The Town of Sunny Brae	5%
The Village of Dieppe	5%

The By-Law passed by the City of Moncton was followed by similar By-Laws from the other four municipalities. The total membership in the Commission was 15, of which Moncton appointed 9; Westmorland County appointed 3; Albert County, Sunny Brae and Dieppe one member each.

In September 1948, the City Council granted the sum of \$1500.00 toward the expenses of the Commission to be used mainly in the preparation of land-use maps. These were considered necessary as the basis for a comprehensive Zoning By-Law and the future Master Plan.

This arrangement, for a combined Metropolitan Area Commission, was carried on from August 1948 until November 21, 1949, at a meeting of the Council held on this latter date, it was decided that certain changes in the By-Law were, in the opinion of the Council, advisable and the Council repealed its By-Law appointing a Town Planning Commission for the City of Moncton.

Contributed by Lt.Col. L. T. Tingley.

SECTION III - ZONING

During 1949 a study of the zoning requirements for the area constituted a major portion of the activities of the Commission. The following summary outlines the work done:

Zoning is the division of land into areas called zones, and the control of the use of the land within each of these zones. The purpose of zoning is to protect health, safety and general welfare of the community by:

- (1) controlling the density of population ensuring sufficient light and air for the residents.
- (2) providing proper space for each type of land use (residential, commercial, industrial, recreational, public, etc.) and separating the uses which conflict.
- (3) controlling the appearance of buildings on designated streets and highways.
- (4) reducing traffic congestion by zoning for off-street parking etc.

The City of Moncton has, at present, a Zoning By-Law passed in 1946 by which all land in the City is divided into two land uses, residential and industrial. In the suburban areas no zoning by-law is at present in force. Results of the lack of a reasonable system of control are evident in some of the sub-standard dwellings which have crept in where no dwellings should have been permitted, such as the marshlands; in the very unattractive houses which align portions of our Provincial highway approaches to the City, and by the junk yards and other necessary, but undesirable uses that have been located where they are detrimental to adjacent properties.

In 1948 and 1949 The Town Planning Commission made considerable progress in the preparation of an adequate zoning by-law, based on a study of the area and existing land uses. Maps of the entire urban area have been prepared and are practically complete on a scale of 150' to 1". These maps are first used to indicate what development has taken place in the past and show the type and the size of buildings that are now on the various lands. A similar set of maps showing the street plan only has been prepared on which are to be imposed the zoning classification for the specific areas shown on the map. These maps when complete and approved form an integral part of the by-law. The draft by-law which has had legal approval and is now being studied by the Committee of the City Council, provides for the following land uses:

- R.1 - Residential - One and two-family dwelling districts
- R.2 - Residential - Multiple dwelling districts
- C.1 - Commercial - Business districts
- C.2 - Commercial - Warehousing, wholesale, and light manufacturing districts
- M - Manufacturing and industrial districts
- A - Agricultural districts - Farmlands, woodlots and the like.

SECTION III - ZONING (Continued)

The powers conferred on the municipality in connection with Town Planning and Zoning are outlined in the New Brunswick Town Planning Act 1936, and the proposed zoning by-law follows closely the provisions of this Act. If an existing building is in use for a purpose not in accordance with the enacted by-law permission is granted for a continuance of the use unless the premises are damaged by fire, in which case the new building will have to conform to the zoning by-law. Extension of a non-conforming building is not permitted.

The control of zoning rests generally in the hands of The Town Planning Commission, but appeals from the rulings of the enforcement officer provided for in the by-law can be taken before a Board of Zoning Appeals which has authority to modify certain provisions of the by-law in an effort to make them flexible enough to meet conditions which might otherwise be a hardship to land owners.

In October 1949 His Worship, the Mayor, appointed an independent committee of five citizens to assist the zoning committee of the Town Planning Commission by checking the zoning maps so as to ensure that the maps as sent to the City Council for approval should represent the considered judgment of men specially qualified to advise on this important matter.

It is to be noted that housing development schemes supported by the Federal Government and possibly also by the Provincial Government are not readily available to any municipality unless a good sound zoning ordinance is in effect. Furthermore, investment companies before making a large investment in buildings which will replace some of our obsolete structures require the assurance that the building in which they are investing their money will not become depreciated by future developments on adjacent properties. Consequently, the replacement of the present zoning by-law for the City of Moncton, admittedly inadequate, is one of the many jobs which should be completed as early as possible.

With reference to the zoning of the suburban areas around Moncton, it is thought that a by-law of somewhat similar nature, adapted to suit the needs of these municipalities, could be enacted very quickly after the by-law pertaining to the City of Moncton has been finally approved.

SECTION IV - PLANNING: PROBLEMS TO BE FACED

While it had been anticipated that the Commission would not have sufficient time during 1949 to develop the Master Plan for the City of Moncton and the surrounding areas, nevertheless considerable progress was made in developing the ground-work for the Master Plan which, it is hoped, will be completed in 1950.

The Commission's studies indicated that some of the specific problems of the area which a Master Plan should aim to correct are:

- (a) The necessity for additional traffic arteries East and West across the City
- (b) Sub-standard housing in the old and somewhat blighted areas of the City and fringing the highway approaches
- (c) Location of the railway main line, railway yards etc., adversely affecting urban development
- (d) Traffic problems within the City, particularly on Main Street
- (e) Insufficient recreational areas
- (f) Redevelopment of the land lying between Main Street and the Petitcodiac River
- (g) The lack of an impressive civic centre in the City of Moncton and the lack of community centres in the suburban communities.

These problems were given considerable study during 1949 and some progress was made. Section V outlines the work accomplished.

SECTION V - OPERATIONS DURING 1949

1. TRAFFIC & ADDITIONAL TRAFFIC ARTERIES

In March the Commission was invited to a conference with the Department of Public Works and other Provincial authorities at Fredericton to discuss possible routes for additional highway facilities entering and passing through the City. The Commission presented a map to the Provincial authorities indicating the possible location of several new traffic arteries to support the existing street pattern and provide for new routes which will be badly needed as the area grows in population. The Provincial authorities expressed their general concurrence in the preliminary plans submitted.

In general the City of Moncton is fairly well served with roads running north and south, but not at all well with roads running east and west. Main Street for example, is carrying traffic which is at times well beyond its capacity and unless something is done to alleviate this, increased use of motor vehicles and the growth of population will make the traffic intolerable to the detriment of this main commercial street of the area.

The Commission considers that the best approach to the problem of Main Street traffic should be largely based on the removal from Main Street of all extraneous vehicular traffic. This street is no place for heavy trucks--it is also used entirely too much by city and suburban buses. The Commission considers that a by-passing route extending Commercial Street westward and, if possible, eastward, will be of considerable value in re-routing through traffic and heavy truck traffic off Main Street.

The efforts of His Worship, the Mayor, and members of the City Council in providing extra off-street parking south of Main Street is highly to be commended. Still more remains to be done in this area in providing additional easy parking for shoppers, and in making it possible for buses to cross Main Street and "loop" rather than continue to use Main Street as a terminal. At least one or two bus terminals will have to be provided in the future.

In the discussion at Fredericton, 13 projects were presented as being possible traffic arteries of the future, and while they have been briefly sketched up, a good deal more work is necessary before they can be located in the best possible place and form part of the official city and district plan.

One project, however, was given considerable attention by the Commission during 1949, and that was the planning for a Boulevard on the west side of Hall's Creek. This was mapped by the Commission's staff and presented to the City Council who accepted it and proceeded to take the necessary steps to incorporate it into the City's plan. A map of this road will be found in the appendix.

SECTION V - OPERATIONS DURING 1949

2. HOUSING

It is the function of town planning to locate suitable housing sites for new houses in relation to the necessary streets and services that are or may be provided.

In connection with existing housing, town planning is definitely concerned in two ways; first, by zoning to secure protection for good housing so that it will not be deteriorated by the intrusion of objectionable land uses, and secondly, by the improvement or if necessary the removal of sub-standard housing and the redevelopment of the area.

There are two types of sub-standard housing at present in the Moncton area. In the older section of the City there are many dwellings which were never properly constructed in the first place and which through the years have become dilapidated to a point where they are no longer fit for human habitation. These should be torn down and the land redeveloped. Such an area exists in the eastern portion of the City of Moncton and the Commission has under study, at the present time, the possible redevelopment of about four blocks of land between St. George St., east and Queen Street east. Whether anything will be undertaken in this area depends entirely upon whether or not the Province of New Brunswick joins with the Federal Government to implement the new legislation brought in during the last session of parliament. An inspection of the area will convince anyone interested that this work should be done.

The other type of sub-standard housing existing in the area is of the rural type and consists of shacks and improvised dwellings which have spread out from the City in practically all directions. These so-called rural slums have been created by the necessity of workers in the area to make some provision for housing while lacking adequate means to meet the necessary down-payment for good houses erected on lots within the City and the well developed suburbs. These fringe developments have crept out along side most of our main roads, where cheap land could be found, with the result that today we have unsightly shacks on some of the most important roads entering the City.

The resultant effect is two-fold: The visitor received a very bad impression in travelling the roads where these dwellings are located, and (much more serious) we have a trend to lowered morale and unhealthy living conditions. Under the new legislation referred to, it seems possible that the needed redevelopment of these areas might be begun.

SECTION V - OPERATIONS DURING 1949

2. HOUSING (Continued)

Another distressing situation in the housing field is the building of squatters houses on marshland which are periodically flooded by high tide and where no water nor sewage is remotely possible. There has been some criticism of the Board of Health in permitting the continuing use of these dwellings, and the reason given is that there is no other housing available. An all-out effort on the part of our citizens would soon put an end to this blot on the appearance of our communities.

Under town planning, the further extension of both of these types of undesirable sub-standard houses can be prevented. The Town Planning Commission must approve the plans and location of all buildings in the area under planning. The Commission has decided the best way to exercise this control is by co-operating with the municipal official who shall issue the building permit on behalf of the municipality, and whose permit shall also indicate the approval of The Town Planning Commission as required under the Act.

An arrangement of this kind has already been put into effect in the Town of Sunny Brae, where the Council has appointed a building inspector who has also been designated an officer for the Town Planning Commission. The extension of this plan through the other municipalities in the areas will prevent the erection of further inadequate, improvised housing.

SECTION V - OPERATIONS DURING 1949

3. RAILWAY PROBLEM

The citizens of this area have long realized the difficulties of developing an attractive co-ordinated community because of the proximity of existing railway yards to the City's downtown area and because the main line of the Canadian National Railway bisects the City. The problems, both from the City's and Railway Company's viewpoint and a suggested solution, are outlined in a supplement appearing in the appendix.

The Moncton Board of Trade has had this problem under review for many years, and were successful in obtaining technical assistance from the Canadian National Railway in the preparation of a plan and cost estimate of lowering the grade of the railway between the Main Street subway and Mountain Road so as to permit grade separation at St. George Street, Church Street and Victoria Street. The plan, as prepared, indicated that other important streets such as Queen Street, Lutz Street and Robinson Street would either be closed entirely or diverted. This plan has been submitted to the Department of Transport who appointed a panel of three engineers to look into the scheme.

In the meantime, The Town Planning Commission was created and the Commissioners also investigated the railway problem. The solution suggested by the Commission was much more sweeping than that sponsored by the Board of Trade. The Planning Commission suggests that the building of a cut-off to carry the railway's main line across the north end of the City and the relocation of the freight yards to the north-west of the City would provide a much more satisfactory and permanent solution of the difficulty.

While the Town Planning Commission's scheme seems at first glance to be quite ambitious, it would appear that it has several points of merit which are outlined in the appended supplement.

The panel of engineers held a meeting in the City Hall, Moncton, on March 9, 1949, at which time the report on the Board of Trade's proposal was reviewed. The panel also received the outlined plan as presented by the Town Planning Commission although it was realized that much more information would be required before this plan could be given proper consideration. The panel later submitted an interim report to the Minister of Transport and the Deputy Minister wrote the City Council of Moncton as of April 23rd as follows:

"This report (of the panel) contains certain recommendations based on the proposals submitted by the local Board of Trade. The panel also attached to its report a preliminary study of the Town Planning Commission of Moncton which, while only in a formative stage, seemed to merit further study and report before a definite decision could be reached as the proper solution to the entire problem. Accordingly, it has been agreed to defer immediate action on the Panel's report to allow for a more

(Cont'd.)

SECTION V - SUB-SECTION 3 (Continued)

thorough study of the alternative proposal by the Town Planning Commission. In this regard, we requested the management of the Canadian National Railway to nominate one of their engineers to assist that body in a purely advisory capacity to finalize their report and we have been advised that Mr. T. L. Landers, Regional Chief Engineer, Moncton, N. B., will be pleased to act accordingly."

Mr. Lessard's letter indicates that the Panel of Engineers is prepared to withhold its judgment until it receives further data on the Town Planning Commission scheme, but also places the responsibility for securing this data and preparing a report on The Town Planning Commission. The Commission has neither the facilities nor the detailed knowledge of railway economics needed to investigate this subject in the manner necessary, if a sound judgment is to be based on the report submitted.

During the early part of 1949 the Dominion Government appointed a Royal Commission on Transportation, whose duties were to investigate numerous phases of the transportation problem.

The Town Planning Commission felt that it should present a brief to the Royal Commission outlining the problem as it affected the Moncton area. A brief was prepared and supported by the Moncton Board of Trade, which was presented to the Royal Commission on Transportation at Fredericton on July 19th, 1949. The Town Planning Commission's recommendations to the Honorable Commissioners were as follows:

1. That the report of Royal Commission on Transportation include specific reference to this problem and a recommendation that an official study be undertaken by a Joint Engineering Investigating Committee such as outlined on Page 7 of the supplement hereto.
2. That the results of such a study and the report embodying the findings of this engineering committee be made available to local and Provincial Governmental authorities, the Railway Company, Board of Transport Commissioners and the Department of Transport at Ottawa.
3. That consideration be given to widening the powers of the Board of Transport Commissioners under the Canadian Railway Act so that they may be empowered to investigate or to instigate investigations into matters of this kind; or that some other governmental organization now existing or to be set up shall have power to co-operate with Provincial and Municipal authorities for the study of specific problems of this type, and make recommendations for corrective measures to promote safety and convenience and better living conditions in the areas affected.

At the present time the matter rests with the Royal Commission who, it is presumed, will submit their report to the Dominion Government sometime in the early part of 1950. It is hoped that the Commission will assent to the recommendations presented by The Town Planning Commission and that this problem will have study by a Joint Investigating Committee as outlined, as the findings of such a committee will have a great deal of weight with the government and largely determine the action that will subsequently be taken.

SECTION V - OPERATIONS DURING 1949

4. RECREATIONAL AREAS

In the City of Moncton and the surrounding urbanized area there is a lack of sufficient land set aside for parks. In the City we have Bore View Park, Victoria Park and Garden Hill Park.

It is very expensive, if not impossible, to establish new parks in built-up sections of the City. Consequently, the most that planning can accomplish in the matter is: (a) to keep a watchful outlook on new areas and insist that a reasonable percentage of these new areas are set aside for parks either by the consent of the owner, or by purchase by the municipality and, (b) to develop latent areas not being used.

Under the New Brunswick Town Planning Act, the control of subdivisions and their acceptance is a function of the Town Planning Commission. Therefore, where new areas are to be developed it may be possible to arrange for the setting aside of the necessary amount of land for recreational and school purposes.

A typical latent area is typified in Moncton by the Natural Park. The staff of The Town Planning Commission has spent considerable time in working up tentative plans for development of this tract of land and reported their findings to Playtime Projects Ltd., who during 1948 were active in sponsoring the development of this park and particularly the construction of a swimming pool. The Natural Park is a fine piece of land of about 150 acres, most of which is hilly and wooded, but with a considerable amount of intervale land which is very suitable for recreational purposes. It was pointed out in the report to Playtime Projects Ltd., that the main problems are the necessity of elimination of existing contamination of the water of Jonathan Creek which flows through the park, providing easy access, and the removal of natural obstacles such as brush, small trees etc. The Commission feels that the Natural Park has great possibilities for future citizens of the Moncton area and that further development of this should be undertaken in 1950 with a view to opening up this space for picnics etc., as rapidly as possible. The Commission feels that the development of such a large tract of land is something that should grow year by year rather than be attempted in a short period, but nevertheless, some over-all plan should be adopted so that the work done in each year will trend towards the fulfilment of the final plan.

The outlying municipalities are particularly deficient in park areas. Sunny Brae has two small areas reserved for parks, but nothing much has been done. The Village of Dieppe is planning a park area, but west of the City in Parkton and Newton Heights there are no parks. In the Gunningsville area there is no public park, but here we have situated the Moncton Golf and Country Club which, of course, is for members only. The home owners at Riverview have undertaken to develop a community park.

SECTION V - OPERATIONS DURING 1949

4. RECREATIONAL AREAS (Continued)

The future development of park sites and play-grounds is one that should have the continued attention of planning officials with the full support of the municipal councils.

Quite a bit of work has been done in the past on the development of playing fields and small play-grounds for neighborhood children. The City Council has been active in making skating and hockey rinks which have furnished healthful recreation for a great many during last winter and will probably be equally well patronized in the future. Recreational facilities are an essential part of a well serviced and happy neighborhood.

In addition to parks and play-grounds there are sometimes opportunities for the beautification of small pieces of land, in the making of so-called parkettes. The Commission has devoted considerable time to this in 1949 but ran into legal difficulty preventing making actual progress. The Commission itself has no authority to spend its limited funds for developing these areas, but can only prepare plans and suggestions for those in authority. There are quite a number of possible sites which the Commission will undoubtedly wish to see developed by the appropriate municipality in order to assist in the beautification of our Metropolitan Area.

SECTION V - OPERATIONS DURING 19495. CIVIC & COMMUNITY CENTRES

In common with many other Canadian Cities, Moncton suffers from the lack of a down-town public square. An open space in the centre of the City, around which are grouped public, semi-public and commercial buildings of impressive architecture, adds immeasurably to the dignity and appearance of a town. Facilities for business and traffic are improved as well as assessment values. Civic centres have long been the subject of studies by Planning Commissions. Thomas Adams has stated:

"The adornment of cities by the monumental treatment of centres and public buildings must continue to be one of the chief aims in city planning. Such adornment has always been the dominant consideration in the planning of capital cities by powerful rulers; but in democratic countries it is, or should be, secondary to the aim of securing healthfulness and efficiency in living and working conditions. The civic ardor that is necessary to create beautiful building in a democracy must have its roots in healthful homes, and a community that is well housed will grow in that pride and love of city that produces order and beauty in public places and in buildings devoted to art, education, and associated community life in all its forms.

Every city gives expression to the character of its civic life in its centers. The aim should be to make these dignified and spacious, with the architecture appropriate for the functions of the buildings and embodying the distinction that comes from simple outlines and good proportions."

In our suburban municipalities there is also a lack of some central core as the focus of local community life. This is probably due to the fact that the central city has, up to this time, dominated the picture and the people have gravitated toward the city rather than some central point in their own community.

As these suburban areas grow, it will undoubtedly be found very advisable for them to try and establish community centres of their own, where a good deal of the social and business life will be concentrated.

The planning of these, the possible acquisition of land necessary and the provision of physical improvements such as wide pavements, side walks, ornamental street lighting etc., is something in which Town Planning is vitally concerned. During 1949 the Commission has given some thought to the location of community centres in various municipalities as well as the City proper - the results of these studies should materialize in the final Master Plan.

SECTION V - OPERATIONS DURING 1949

6. SUB-DIVISION CONTROL

One of the major duties of The Town Planning Commission under the Act is to control sub-division of land into building lots.

Sub-divisions to be approved must show a reasonable street plan which should coincide with existing and future street plans, and should have streets of adequate width with no excessive grades. The size of the lots is also very important and might vary between 5,000 sq. feet for an urban lot provided with water and sewage to 12,000 sq. feet where neither water nor sewage is available.

During 1950 the Commission hopes to establish minimum requirements for new sub-divisions.

The Commission is also interested in securing, wherever possible, adequate park and play-ground areas and school areas.

In order to ensure that sub-divisions now being made, and to be made in the future, will fall in line with the over-all plan, the Commission has found it necessary to make extensive studies into certain areas.

For example, in the Gunningsville area many studies have been made of how this area might be further developed and how a new street might be located to obviate steep grades on existing streets. The Commission considers that the high land in the Gunningsville area is eminently suitable for further development if the facilities can be made available. Negotiations are at present in progress with property owners and other interested citizens in an effort to finalize a development plan.

In the Sunny Brae area the boundaries of the town were extended to include a sub-division which had been mapped and tentatively laid out by the Commission's staff. A complete plan of the town's area with existing buildings was also furnished by the Commission.

A tentative street lay-out was made available to the Village of Dieppe and also a list of street names submitted.

In the Parish of Moncton considerable work was done in the Newton Heights area where the Commission found it necessary to prepare a development plan of fairly large proportions in order that one land owner might be permitted to sub-divide without endangering the future development of the whole area. Also in this Parish considerable work has been done on the probable lay-out of streets extending from the northwest section of the City into the Parish.

SECTION V - OPERATIONS DURING 1949

7. SMOKE ABATEMENT

As towns grow into cities, with the extension and concentration of industries, smoke and its control becomes a problem calling for solution.

It was customary to point to smoking chimneys as an evidence of industrial progress; this however, is far from the truth. Smoke is mostly unburned fuel. It is an evidence of waste and inefficient management. Any fuel when properly managed can be burned smokelessly. The material from smoking chimneys cause much filth to be spread over large areas, pollutes the air we breathe, and may, when heavily concentrated, be highly injurious to animal and plant life as noted by the recent catastrophe at Denora, Pa., U.S.A.

The problem of smoke abatement was referred to The Town Planning Commission by the City Council early in the year for consideration and suggested remedies. A Committee which made a study of the subject reported to the Commission and the City Council and in addition prepared a By-Law designed to govern the burning of fuel within the City.

The inauguration of a smoke abatement program will bring many benefits and promote cleaner and more healthful living conditions.

J. A. Godfrey.

SECTION V - OPERATIONS DURING 19498. BUILDING CODE

The need for regulating building construction in the interest of safety and health has been felt in many times and places wherever men have lived under urban conditions. Early legal restrictions were concerned largely with the hazards of fire and collapse, with health conditions appearing at a comparatively late date. In general, the nature of such laws has broadened with the passage of time so that, in addition to safety and health, they now deal also with some aspects of morals and general welfare.

A Building Code, then, is a collection of legal requirements whose purpose is to protect the safety, health, morals, and general welfare of those in and about buildings. The Code attempts to do this by establishing a series of requirements covering such topics as fire protection, strength of materials, light and ventilation, sanitation, exits, and other matters which have been found to need regulation. It sets forth the least that will be acceptable in each instance, leaving the designer or builder to go beyond this as far as he likes. It creates a system of supervision, making it necessary to obtain a permit to undertake work on a building and providing for inspection of the structure by public officials. It usually carries teeth in the form of fines for violation of the Code provisions, and gives authority to stop the work if necessary in the public interest.

The Moncton Building Code should cover requirements for construction, alteration, demolition, maintenance and repair, and other activities in connection with buildings and certain other structures. These broad objectives are reflected in the actual requirements. For instance, fire limits are established within which only buildings of certain types of construction may be erected, the object being to restrict the spread of fire in the municipality. Requirements concerning alterations touch upon the delicate problem of when old buildings must be brought up to the standards for new ones. The matter of demolition carries with it measures for determining when a building is so unsafe or unsanitary as to justify removal and by what procedure. Provisions for maintenance and repair are bound up with social policies concerned with how far it is expedient to force owners to keep their buildings in conformity with present-day practices. Thus, the contents of the Code are something more than a routine statement of technical details. They are, or can be, a dynamic force in shaping the physical character of our community through the standards that are imposed.

The influence of the Building Code in city growth is greater than is ordinarily suspected. The requirements, operating over a period of years, affect the physical character of the community to a moral degree. There are other effects which should be realized. If the requirements are so severe as to impose building costs greater than those prevalent in other cities, new industries may be diverted elsewhere, rents may be increased, and other effects produced. If the permissible building

(Cont'd.)

SECTION V - OPERATIONS DURING 19498. BUILDING CODE (Continued)

heights and types of construction bear no relation to the city water pressure and equipment of the Fire Department, insurance rates may be affected. It is felt that any method for rating cities for fire insurance purposes makes the quality of the Building Code and its administration a specific point. If peculiar requirements are made, as is sometimes done, necessitating the use of nonstandard products, manufacturing processes may have to be altered to meet the special requirements of our municipality. Thus, the Code can be a beneficent influence guiding the general course of construction in safe channels, or it can be a means of hampering the orderly growth of the community that it is supposed to protect.

It was the feeling of the Planning Commission that a Building Code for Moncton should be prepared dealing with the construction of family dwelling house units in particular, and steel, masonry, and concrete construction in general. The Code should also contain the standard requirements as outlined above. The Building Committee of the Planning Commission has taken advantage of the large volume of test data, the proceedings of professional and scientific societies and of building officials, as well as recommendations of standardization leaders and national committees. They have striven to produce a Building Code for the City of Moncton which would contain a selection of the necessary features and the combination of them into a series of requirements that will be at once clear and reasonable, and yet flexible enough to cope with new materials and new methods of construction.

At the present time the Building Code prepared by the Commission's Building Code Committee has been presented to the Commission and has met with general approval. While some minor alterations may be found advisable the Code is practically ready for presentation to the municipal authorities for their consideration and implementation by by-law.

R. L. Parsons.

SECTION VI - STATEMENT OF RECEIPTS & DISBURSEMENTS
 (for period 1st. January to 20th December 1949)

RECEIPTS

City of Moncton			
Unused balance from 1948	\$ 41.83		
1949 appropriation	<u>6538.17</u>	\$ 6580.00	
Town of Sunny Brae		470.00	
Village of Dieppe		470.00	
Municipality of Westmorland		1410.00	
Municipality of Albert		<u>470.00</u>	\$ 9400.00

DISBURSEMENTSOffice Expenses

Rent of office & equipment (10 mos.)	400.00		
Office supplies, stationery, materials, stamps, etc.	247.78		
Blue-printing & maps	131.56		
Receipt from sale of prints	<u>16.00</u>	115.56	
Fire Insurance on Tracings		27.80	
Office car expenses		149.08	
Printing of Annual Report	<u>207.78</u>		1148.00

Aerial Mapping & Photography

Aerial Mapping 45 sq. miles	801.75		
Oblique-angle photographs	<u>156.00</u>		957.75

Staff

Office employees - 2 draftsmen Land-use and Zoning Maps, Planning Studies etc; and part-time Stenographer	5527.32		
Unemployment Insurance Costs	43.54		
Honorarium to Sec.-Treasurer	540.00		
Honorarium to Planning Director	<u>100.00</u>		6210.86

Travelling Expenses

105.68

Legal Fees

50.00

Community Planning Assoc. of Canada Membership

25.00

Auditor's Fee

25.00

Miscellaneous Expense73.36 \$ 8595.65EXCESS OF RECEIPTS OVER DISBURSEMENTS804.35FUNDS ON HAND

Bank Account Balance	789.35
Petty Cash Account	<u>15.00</u>

804.35**Auditor's report:-**

We have examined the records of The Town Planning Commission for the Metropolitan Area of Greater Moncton for the period 1st. January to 20th December, 1949 and certify that, in our opinion, the above Statement of Receipts and Disbursements shows the transactions for the period then ended.

Moncton, N. B.,
21st December, 1949.

Lee & Martin
Chartered Accountants.

SECTION VII - PROGRAM FOR 1950

The Commission has set for itself an ambitious program for completion in 1950, which may be briefly outlined as follows:

1. ZONING

Completion of our zoning by-law and maps for the City of Moncton; completion of similar by-laws for the Parish of Moncton adjacent to the City; Town of Sunny Brae; Village of Dieppe, and the areas of Albert County within the jurisdictional scope of the Commission.

2. OFFICIAL OR MASTER PLAN

The completion of various studies of maps and plans already in progress and the finalization of a Master Plan and report for the City and the Suburban areas.

3. SUB-DIVISION CONTROL

Regulations by the Commission concerning the sub-division of land in the planning zone.

4. BUILDING PERMITS

Setting up the necessary machinery in conjunction with municipal councils for approval of building permits in the urban zones as provided for in The Town Planning Act.

5. ADVISORY

The continuance of the advisory functions of the Commission in respect to matters referred to the Commission by local municipal councils.

6. HOUSING

If the Province decides to take advantage of recent Federal legislation, the Commission stands ready to assist in any housing program that the municipalities may approve.

SECTION VIII - BUDGET FOR 1950

The year 1950 will be one of great importance in the planning of the Moncton Metropolitan Area as the above program indicated.

The preparation of the official plans for the various municipalities is a work of considerable magnitude, and the preparation and printing of the accompanying report and maps, the graphic display of salient points of the report to the citizens, etc., call for expenditures that would normally exceed those of subsequent years.

The following is an estimate, based on the re-establishment of a single Commission for Metropolitan Moncton, of the minimum expenditures that the Commission foresees as necessary if the program is to be achieved. Should two Commissions be created some additional sum would appear to be necessary:

Office Rent	\$ 480.00
Planning Director	2400.00
Draftsmen's Salaries	4200.00
Unemployment Insurance	50.00
Stenographic Services	800.00
Part-time staff (surveying, draughting etc.)	1200.00
Blue Printing	100.00
Supplies	200.00
Travelling Expenses	100.00
Transportation	115.00
Annual Report inc. maps	300.00
Legal fees	200.00
Public Relations and Information	150.00
Contingencies and miscellaneous	500.00
	<hr/>
	10,795.00
Less unexpended portion of 1949 Budget	804.35
	<hr/>
Total required	\$ 9,990.65

SECTION IX - APPENDIX

1. LIST OF COMMISSIONERS

<u>Name</u>	<u>Appointed By</u>	<u>Period</u>	<u>Resigned</u>
Ald. L.C. Jones	City	1948-49-50-51	May 3, 1949
Mr. R.L. Parsons	"	1948-49-50-51	Nov. 21, 1949 ★
Mr. S.R. Frost	"	1948-49-50-51	Nov. 21, 1949 ★
Mr. G.W. Hudson	"	1948-49	Nov. 21, 1949 ★
Mr. J.A. Godfrey	"	1948-49	Nov. 21, 1949 ★
Mrs. J.E. Hoover	"	1948-49	Resigned
Mrs. R. Perry (Replacing Mrs. Hoover)	"	1949	Nov. 21, 1949 ★
Mr. C.F. Savoie	"	1949-50	Nov. 21, 1949 ★
Mr. H.J. Murphy	"	1949-50	May 20, 1949
Mr. Lou Selick	"	1949-50	April 1949
Mr. Lou Davis (Replacing Mr. Selick)	"	1949-50	Nov. 21, 1949 ★
Mr. R.W. MacManus	Sunny Brae	1948-49-50	
Mr. C.E. Cormier	Westmorland Co.	1948-49-50	
Mr. E.C. Dunfield	"	" 1948-49	
Mr. J.H. Brown	"	" 1948-49-50-51	
Mr. J. Regis LeBlanc	Dieppe	1948-49-50-51	
Mrs. E.L. Saunders	Albert Co.	1948-49	June 1949
Mr. R.L. Lennox (Replacing Mrs. Saunders)			

★ By-Law Repealed

2. OFFICERS

Chairman:	August 1948 - May 1949	Ald. L. C. Jones
Chairman:	May 1949 - Nov. 1949	Mr. G. W. Hudson
Chairman:	Nov. 1949 - Dec. 1949	Mr. C. E. Cormier
Vice-Chairman:	May 1949 - Nov. 1949	Mr. L. Davis
Vice-Chairman:	Nov. 1949 - Dec. 1949	Mr. J. Heber Brown
Sec'y-Treasurer:	Jan. 1949 - Nov. 1949	Lt.Col. L. T. Tingley
Sec'y-Treasurer & Director Planning	Nov. 1949 - Dec. 1949	Mr. S. R. Frost

**Supplement
to the Brief
Presented to the Royal Commission on Transport**

**A STUDY OF MONCTON'S RAILWAY PROBLEM
and
A SUGGESTED SOLUTION**

**Prepared by
THE TOWN PLANNING COMMISSION
FOR THE METROPOLITAN AREA OF GREATER MONCTON**

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Page	1.	The Problem from the City's Standpoint
"	3.	The Problem from the Railway Standpoint
"	4.	Outline of Solution suggested by Town Planning Commission
"	5.	Effect of the Suggested Solution on the Problems from the City's Standpoint
"	6.	Effect of the Suggested Solution on the Problems from the Railway's Standpoint.
"	7.	Official Evaluation of the Plan

THE PROBLEM FROM THE CITY'S STANDPOINT

I. SMOKE AND DIRT

No estimates are available of the actual yearly cost in money and labor of the smoke and dirt damage experienced by merchants, landlords and householders alike from the constant passage back and forth of railway engines in the City. The roundhouse continually belches smoke and cinders into the air to further aggravate the situation, and the east-bound line from the station thru the heart of the City is up a steep grade with consequent greater smoke emission from the engines using these tracks. Recently the Railway has placed two diesel locomotives in shunting service, but this has resulted in only a partial reduction of the trouble.

II. NOISE

The location of the main freight and passenger yards only a few hundred feet from the centre of the City is a constant source of noise. The shunting is interminable and seems to be more at night. While our own citizens are inured to it, our tourists and hotel visitors are not.

III. MAIN LINE RAILWAY AND STREET TRAFFIC INTERSECTIONS

- (a) Two (2) obsolete (narrow and steep-grade) street-over-railway bridges, both on heavy street-traffic arteries.
- (b) Two (2) excavated, ugly railway-over-street subways; one with restricted clearance, the other featuring a dangerous oblique-angle side-approach, and both carrying main business street traffic as well as interprovincial and Trans-Canada highway traffic.
- (c) Ten (10) dangerous level-grade crossings (eight in the heart of the City) several of which are frequently blocked by intermittent shunting and by main-line freight and passenger train operations.
- (d) Eleven (11) existing streets dead-ended at the railway tracks causing interruption in, and detouring of the normal traffic flow and in some cases restricting the City's growth.

(Memo: In the above summary no reference is made to the many level-grade crossings of industrial tracks.)

IV. MAIN LINE RAILWAY RIGHT-OF-WAY AN UNCROSSABLE BARRIER BETWEEN SECTIONS OF THE CITY AND SUBURBS

In the northeast section of the City the main line effectively closes off communications between 2 built up sections of the City and also in 2 growing suburban areas. A parallel situation exists in the northwest section of the City, and also in the south.

THE PROBLEM FROM THE CITY'S STANDPOINT

(cont'd)

V. ASSESSMENT

Although the value of the railway's investment within the City limits is approximately \$10,000,000 the taxation yield in 1947 was only \$3,403.49. The railway occupies 400 or more acres of the City's 3.27 square miles or approximately 1/5 of the City's area. Its \$10,000,000 valuation is equal to about 1/3 of the assessed valuation of the City's tax paying properties-- its contribution to the City's 1947 assessment roll was just over 3/1000 of the total figure. While municipal revenue from the railway property is largely non-existent, there is a strong feeling that the Railway Company has a moral obligation to pay its share of the City's cost of operation.

THE PROBLEM FROM THE RAILWAY STANDPOINT

I. MILEAGE

The heavy traffic line is the Halifax-Montreal line which is detoured southward into the City and out again for an increase of approximately two miles between Buctouche Junction and Odium Junction.

II. ELEVATIONS

Just as in Item I above, through traffic must climb down into the City and climb up out again, a matter of 50 feet, more or less.

III. LEVEL CROSSINGS

The level crossing danger is present at twelve locations in the area (eight in the heart of the City) with consequent reduction in speed for safety.

IV. SAFETY INSTALLATIONS AND GRADE SEPARATION STRUCTURES

These represent an annual charge for operation and upkeep.

V. YARDS

The Sorting and Storage facilities of the Moncton terminals are distributed between three separate localities, - Main Yard, Marsh Yard and Franklin Yard. This separation is not the outcome of an overall plan but is the end-result of piecemeal building in the most easily available place at the time additional facilities became needed. Compared with a modern, well designed railway yard, the present facilities can only be considered obsolete. There are many examples as for instance the not uncommon occurrence of freight trains waiting on the main line under block signal, until tracks can be cleared of shunting activities.

OUTLINE OF SOLUTION SUGGESTED BY TOWN PLANNING COMMISSION

- (a) Build a 5.0 mile cut-off to main line standards across the northern side of the City as shown on the accompanying map with provision for grade separations at strategic points so that future growth of the City would not be hampered.
- (b) Clear and grade an area for large yards on both sides of the main line to the West of the City, as shown.
- (c) Gradually remove the existing yard trackage to the new location.
- (d) Erect the proposed new passenger station on the new location.
- (e) Abandon and remove the present main line trackage, subways and bridges between the new station location and Humphreys. The present line from Humphreys to Buctouche Junction would remain as an industrial spur.

N.B. The Shops, the Franklin Yard, and practically all industrial sidings are left intact.

EFFECT OF THE SUGGESTED SOLUTION ON THE PROBLEM

(FROM THE CITY'S STANDPOINT)

I. SMOKE AND DIRT

These would be practically eliminated. The railway lines (with the exception of the industrial tracks) would be moved to remote locations where this smoke would not materially affect anybody.

II. NOISE

The same as Item I.

III. MAIN LINE RAILWAY AND STREET TRAFFIC INTERSECTIONS

(a) Both bridges would be removed.

(b) Both subways would be eliminated.

Abandonment of the Main and Foundry Street subway would permit not only improved traffic flow but a complete re-orientation of this section which is the business heart of the City.

(c) All ten level-grade crossings would be eliminated.

(d) All eleven dead-end streets could now be extended to fulfill their destiny of serving the citizens with a net work of connected thoroughfares.

IV. MAIN LINE RAILWAY RIGHT-OF-WAY AN UNCROSSABLE BARRIER

Removal of the yards and the main line trackage will permit a complete urban development and the various isolated segments of the City could then be reabsorbed into the general street pattern.

V. ASSESSMENTS

The implementation of the suggested solution would release to urban usage (and City assessment) much valuable land capable of producing a very considerable improvement in municipal revenue and incidentally would relieve the railway company of a considerable portion of their present moral obligation in respect to City taxes.

EFFECT OF THE SUGGESTED SOLUTION ON THE PROBLEMS

(FROM THE RAILWAY'S STANDPOINT)

I. MILEAGE

The suggested five mile cut-off will reduce the east-north through traffic mileage by approximately two miles.

II. ELEVATIONS

Without an engineering survey it is difficult to say definitely what grades could be established on the cut-off. Present indications are that the gain in operating efficiency would be substantial.

III. LEVEL CROSSINGS

All twelve of the level-grade crossings now in existence would be eliminated.

IV. SAFETY INSTALLATIONS AND GRADE SEPARATION STRUCTURES

The annual cost of operation and maintenance of the present safety installations at level grade crossings would be eliminated. The two overhead and two subway structures would be removed and their annual upkeep would no longer be a charge against railway operation.

V. YARDS

Evaluation of the annual gain to the railway through the use of a modern one-location yard, replacing the present piecemeal facilities spread over three locations, is a specialists job. There can be no doubt that the savings should be substantial.

OFFICIAL EVALUATION OF THE PLAN

We suggest the immediate appointment of a Joint Engineering Investigation Committee to report the costs of and the operational savings to be derived from the solution proposed, with power to similarly evaluate other suggested solutions of apparent merit; that the committee be composed of four engineers, one each from the City of Moncton, the Canadian National Railways, the Board of Transport Commissioners and the Department of Transport.

With reference to capital costs, we recognize that an exact estimate can only be prepared from time consuming detailed engineering plans. Because of the urgency of the problem we feel that the report need not await such final figures. Close approximations of capital investment would be sufficiently accurate and much time would be saved in this manner.

The Committee's terms of reference should include specific instructions to evaluate such related items as:-

- (a) the indicated annual savings in terminal operation costs by the provision of one adequate freight sorting and storage yard with modern facilities.
- (b) the annual loss or gain to the railway resulting from changed mileages and grades.
- (c) determination of that portion of the cost of the programme properly chargeable to grade-crossing elimination work so that a proper division of such costs might be assessed against the proper authority.
- (d) the annual saving through the elimination of upkeep and operation costs of present safety installations and grade-separation structures.
- (e) the acreage and street frontages of C.N.R. land to be released for urban or suburban usage.
- (f) the general increase in efficiency resulting from the elimination of main line operation through city traffic.
- (g) an appraisal of the portion of the cost of the programme which would be represented by the value of necessary replacements within the next 5 or 10 years, should the new development not materialize. This should apply to both structures and equipment as well as material.
- (h) an appraisal of the lesser potential assessment value of the new land to be occupied by the railway after completion of the proposed works, considered in relation to the possible demand by the City for a reconsideration of the present assessment.



JURISDICTIONAL AREA OF THE **TOWN PLANNING COMMISSION** FOR THE METROPOLITAN AREA OF **GREATER MONCTON**

Stanger, J. Hudson
Chairman of Town Planning Commission

Scale in Miles: 0 1 2

Moncton, N.B.
October 25, 1949

Drawn by: *John Bell*
Prepared by: *John Bell*
Chairman of Planning & Development Committee

EXTRACTS FROM THE PROVISIONS OF THE NEW BRUNSWICK TOWN PLANNING ACT - 1936

PART THREE.

Section 30.

- (1) The local authority may prescribe regulations respecting sub-divisions of land, including . . . etc.
- (2) No plan of sub-division shall be filed until it has been approved by the local authority.
- (4) 1. Whenever a town planning commission is established under the provisions of this act, the duties of the local authority under Part Three shall be delegated thereto.

Section 31.

No transaction shall be effective to transfer any interest in any lot of a sub-division until the plan of the said sub-division has been filed in the office of the Registrar of Deeds for the County in which the sub-division is situate.

Section 32.

- (1) In any municipality where the local authority has appointed a town planning commission, no sale, lease, mortgage, or charge, and no other document or act which would, but for this section, effect the transfer of an interest in any small parcel of land, or which would, but for this section, create or leave remaining in separate ownership a small parcel of land which was not a separate parcel immediately prior to the execution of such document or completion of such act, shall be effective to pass any interest in such parcel of land until the same has been approved as a separate parcel by such town planning commission.
- (1a) The approval of a small parcel of land as a separate parcel by such town planning commission may be signified and proved by a certificate of such approval signed by the Chairman of such planning commission, or by a memorandum of such approval, signed by such Chairman and included in, attached to, or endorsed upon any instrument of transfer of an interest in such small parcel of land. Such certificate or memorandum shall be received and registered by the Registrar of Deeds for the County in which such small parcel of land is situate without proof of the official capacity or authority of such Chairman and without any acknowledgement or proof of the execution of such certificate or memorandum.
- (2) "Small parcel" in this section shall mean a parcel of land which contains less than one acre.
- (3) "Separate parcel" in this section shall mean:-
 - (a) a parcel which is the subject matter of separate deed or a separate description in a deed of two or more parcels; or
 - (b) a parcel which is a lot in the plan of sub-division filed in the office of the Registrar of Deeds for the County in which the parcel is situate.
 - (c) a parcel which is not within paragraphs (a) and (b), but which is at the date of the execution of the document or completion of the act a parcel distinct from adjacent parcels by reason of separate ownership or occupation, and was such parcel immediately prior to the passing of this Act.
- (4) The previous sub-section shall not apply to a lease or agreement to lease for a period of three years or less.

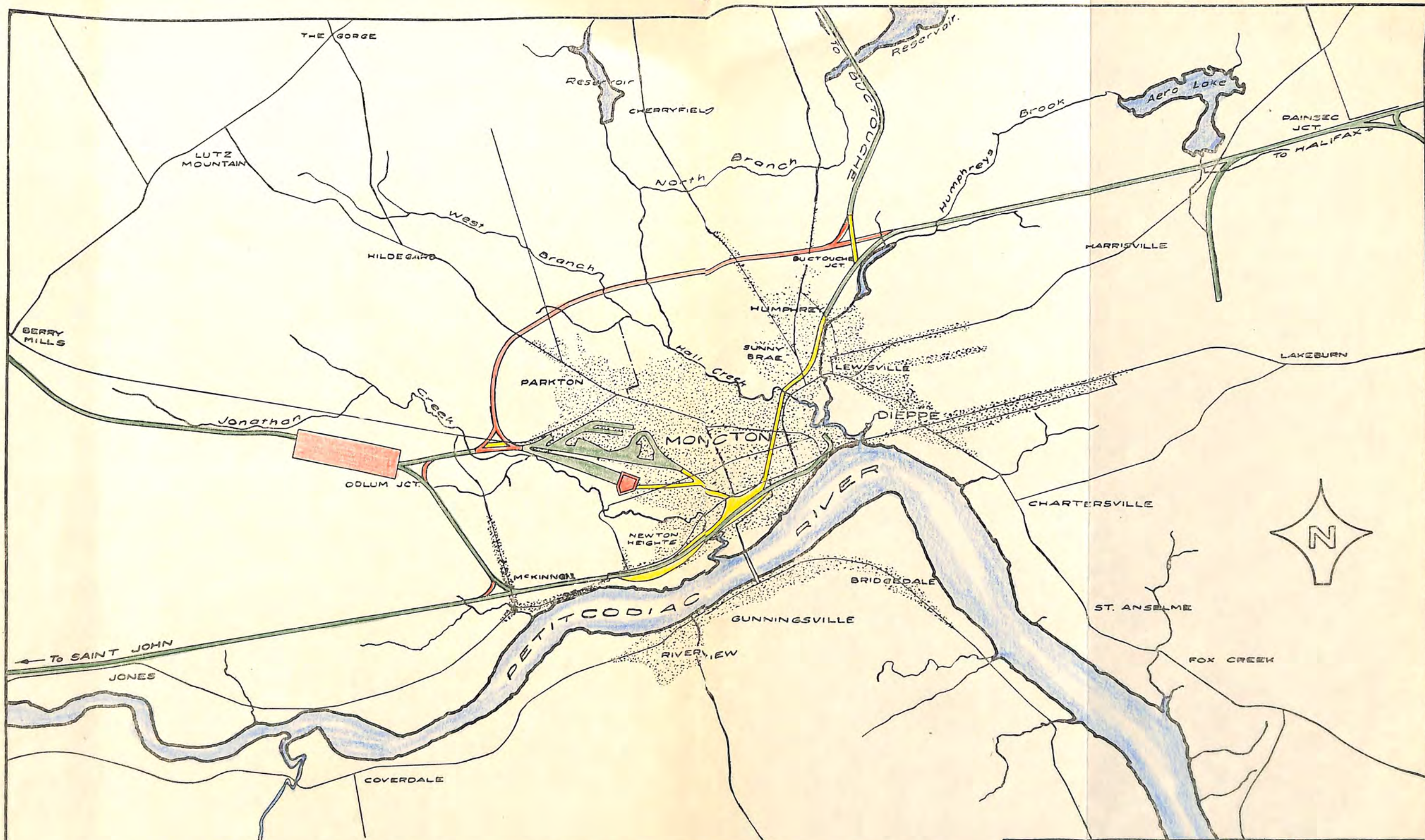
Section 33.

In any area where the local authority has appointed a town planning commission no person shall erect any dwelling house or other building unless the location and plans thereof shall have been approved by the town planning commission . . . etc.

LOCAL AUTHORITY BY-LAW REFERENCE

The Town Planning Commission for the Metropolitan Area of Greater Moncton has been duly constituted under the provisions of the New Brunswick Town Planning Act, 1936, (Chapter 35, 1 Edward VIII) and amendments thereto, and the five local authorities concerned have each passed the necessary by-law on the dates noted below:-

The City of Moncton	- Aug. 23, 1948
The Municipality of Westmorland	- January, 1949
The Municipality of Albert	- Jan. 12, 1949
The Town of Sunny Brae	- Jan. 25, 1949
The Village of Dieppe	- Feb. 7, 1949



The above sketch map indicates the Town Planning Commission's proposal for alleviation of the railway problem as it affects the City of Moncton and its suburban municipalities.

A five mile cut-off is proposed from near Buctouche Jct. on the East to a point just West of the Franklin Yard. This cut-off would be built to main line standards, and provision made for road and rail grade separations at strategic points so that the growth of the city would not be hampered.

A large area is suggested for development

of modern railway yards to the West of the City. It is anticipated that these yards would be of the most up-to-date design and the sorting yard equipped with the latest automatic devices. The trackage in the existing yards lying south of Moncton would be gradually removed to the new location.

A new passenger station is suggested, as shown, at a location North of St. George St. The main line tracks now passing through the city would then be removed, but the Regional Shops, the Franklin Yard, and nearly all present industrial sidings would be left intact.

TOWN PLANNING COMMISSION
FOR THE METROPOLITAN AREA
OF GREATER MONCTON

MAP SHOWING RAILWAY LINES & YARDS MONCTON, N.B. AND VICINITY

Drawn by: V. H. Amos.

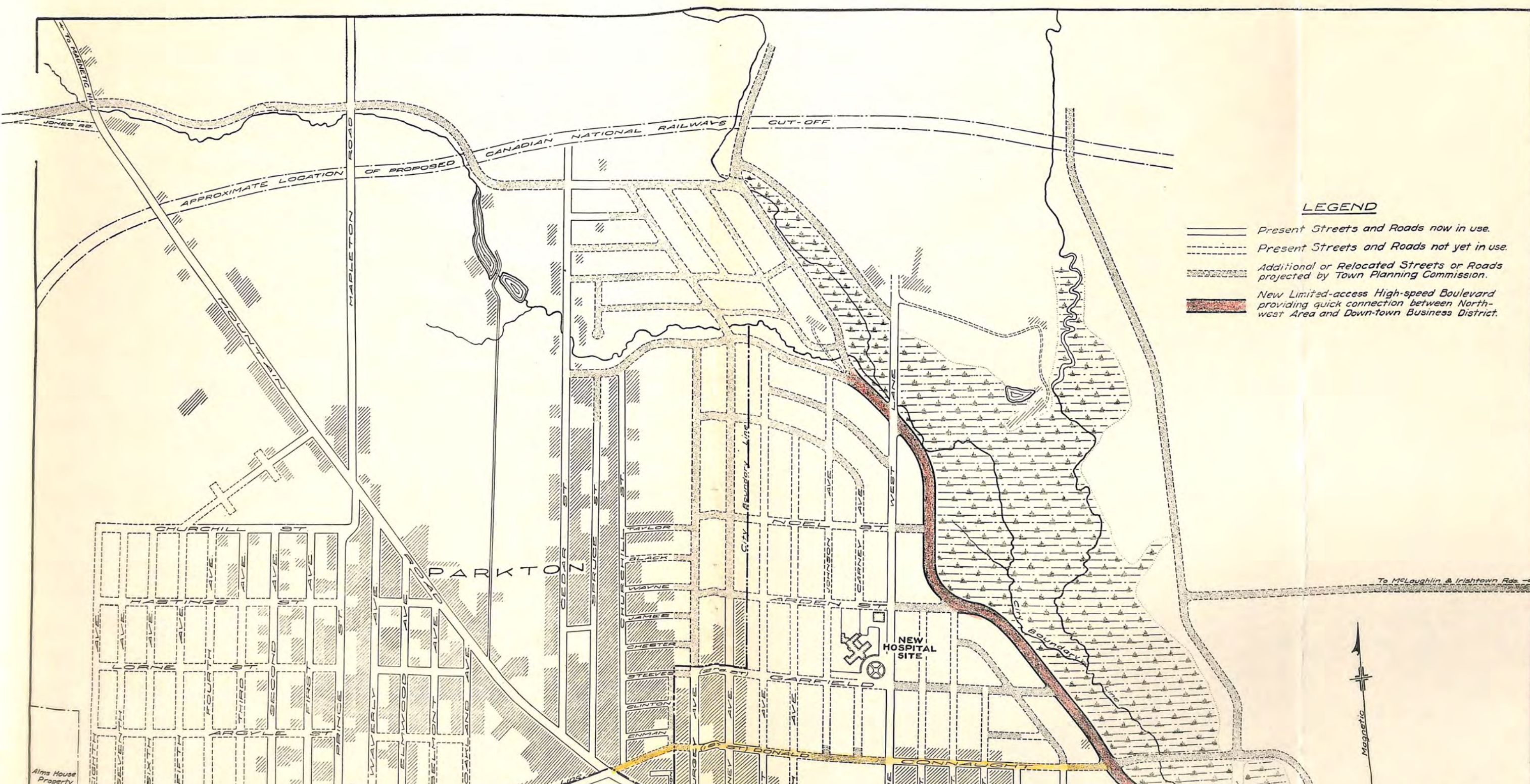
Nov., 1949

Checked by: J. Frost

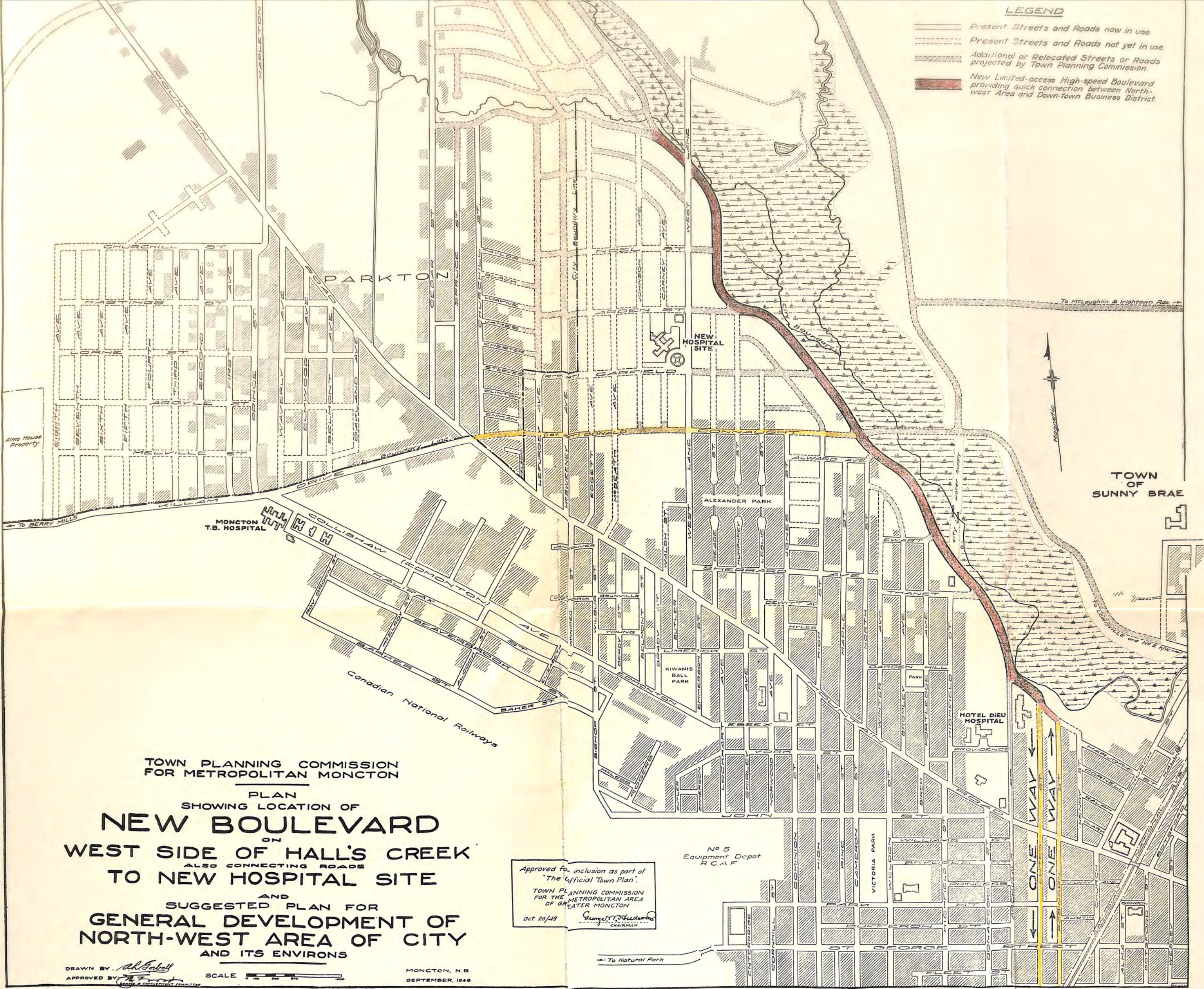
Scale: 1" = 1 mile.

LEGEND

- Present Ry. retained
- New Ry. construction
- Present Ry. abandoned
- New Passenger Station



- LEGEND**
- Present Streets and Roads now in use.
 - - - Present Streets and Roads not yet in use.
 - ▨ Additional or Relocated Streets or Roads projected by Town Planning Commission.
 - ▨ New Limited-access High-speed Boulevard providing quick connection between North-west Area and Down-town Business District.



TOWN PLANNING COMMISSION
FOR METROPOLITAN MONCTON

PLAN
SHOWING LOCATION OF
NEW BOULEVARD
ON
WEST SIDE OF HALL'S CREEK
ALSO CONNECTING ROADS
TO NEW HOSPITAL SITE

AND
SUGGESTED PLAN FOR
**GENERAL DEVELOPMENT OF
NORTH-WEST AREA OF CITY
AND ITS ENVIRONS**

Approved for inclusion as part of
"The Official Town Plan".

TOWN PLANNING COMMISSION
FOR THE METROPOLITAN AREA
OF GREATER MONCTON

Oct 28/49

George N. Henderson
CHAIRMAN

DRAWN BY *A. K. Gabel*

APPROVED BY *[Signature]*

SCALE 1" = 100'

MONCTON, N.B.
SEPTEMBER, 1949